

WELCOME

Benning Road & Bridges Transportation Improvements Environmental Assessment

Public Open House



Public Open House Overview

Project Status

- Timeline and where we are (Board 3)
- NEPA and Section 106 processes (Boards 3 & 4)
- Project Overview (Boards 5 through 10)

Responses to Public Comments

- Summary of Public Outreach (Board 11)
- How your comments were addressed (Boards 12 & 13)

Comparison of Alternatives

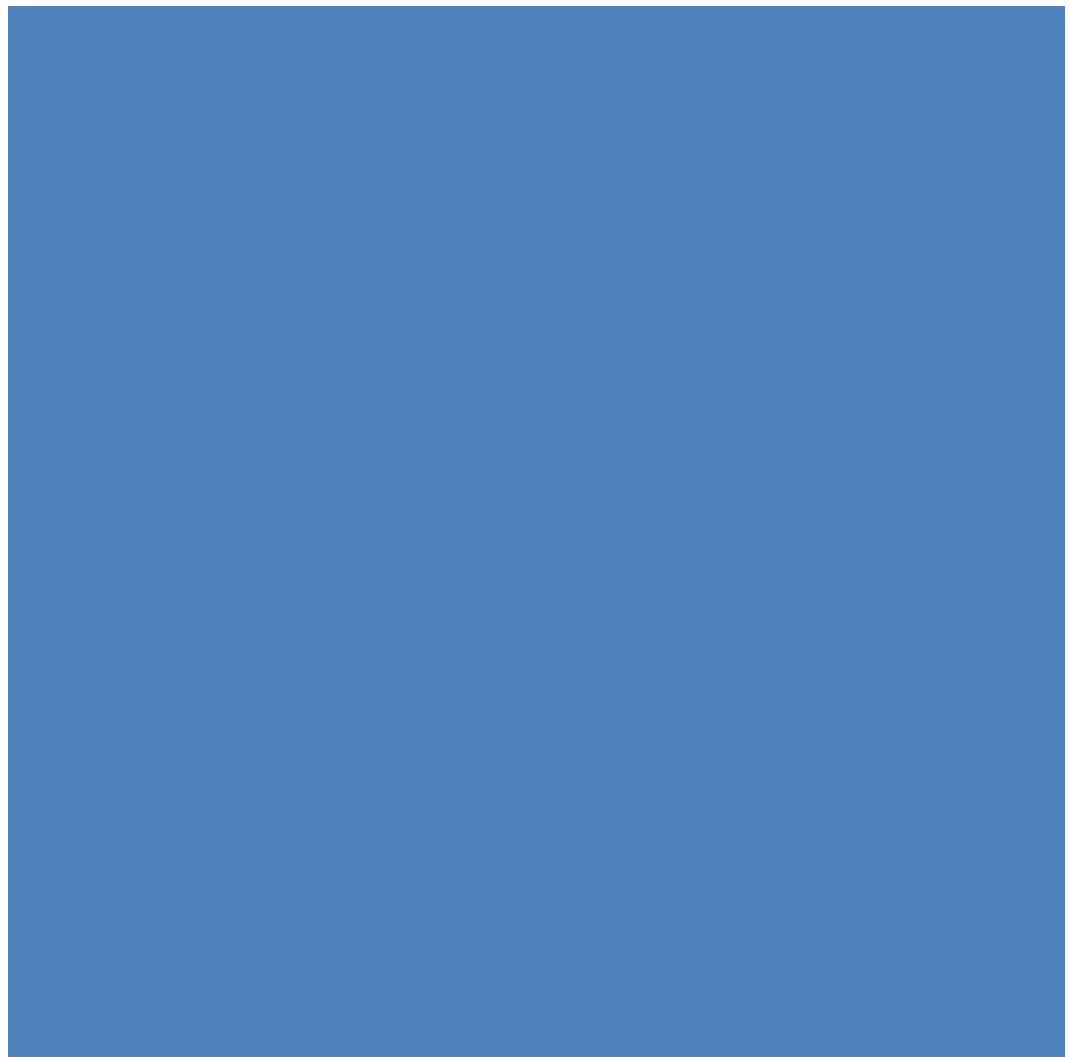
- Differences between Build Alternative 1 (Curbside Alignment) vs. Build Alternative 2 (Median Alignment) (Boards 14 & 15)
- Section 106 Findings (Board 16)

Next Steps

- Selection of a Preferred Alternative (Board 17)
- NEPA decision document (Board 17)

Looking Ahead

- Project implementation (design, construction and operation) (Board 18)
- Role of public involvement (Board 18)



Schedule and NEPA Process

NEPA Process

Initiate Project

Spring 2014

Summer 2014

2015

Spring 2016

Fall 2017

Project
Scoping

Purpose
and Need

Alternatives
Development

Prepare
Draft EA

Review
Period

EA
Update

Public Open
House

Final NEPA
Decision
Document

Public
Meeting 1

Public
Meeting 2

Public
Hearing


We are here

Agency Roles

- Federal Highway Administration (FHWA) is the lead federal agency
- DDOT is the joint lead agency and the project sponsor
- Cooperating agencies include:
 - Federal Transit Administration
 - National Park Service
 - National Capital Planning Commission

EA = Environmental Assessment

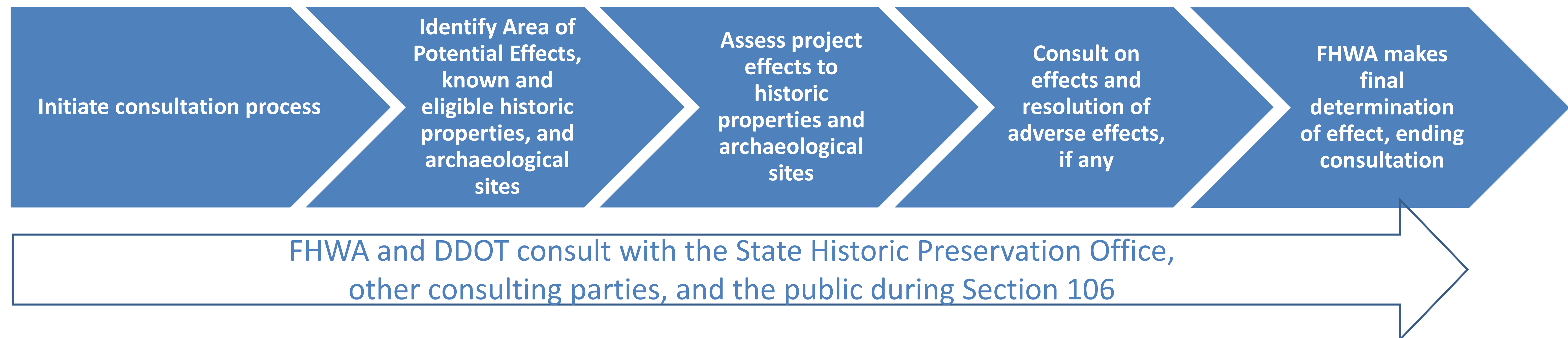
NEPA = National Environmental Policy Act



Section 106 Process

Section 106 of the National Historic Preservation Act requires FHWA and DDOT to consider the effects of the project on historic properties.

Section 106 Process



Langston Golf Course



New Mount Calvary Baptist Church



4101-4243 Benning Road



Police and Fire Call Boxes



Pepco Building No. 32



Fort Mahan Park



Browne School



4236 Benning Road

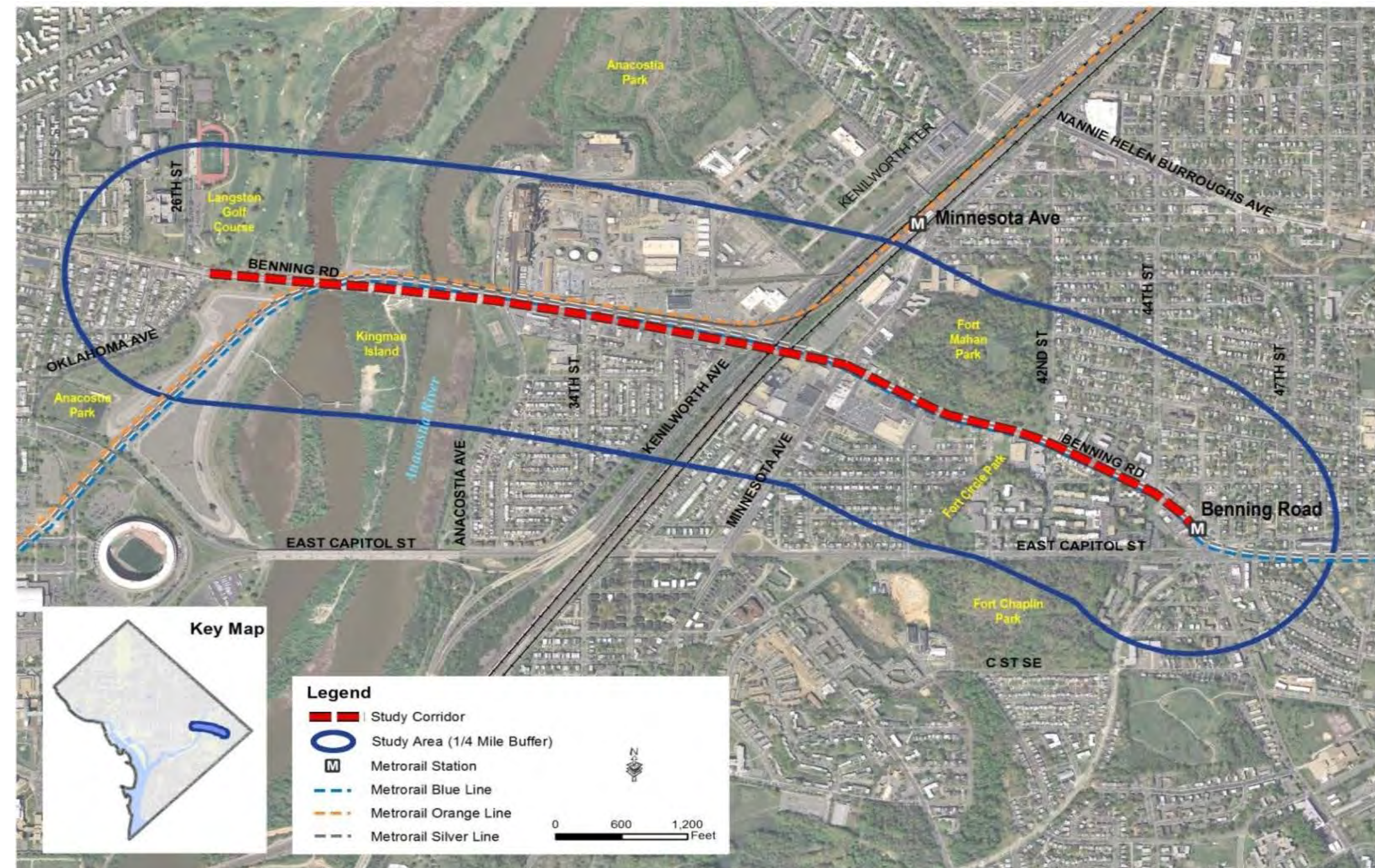
Purpose and Need

Project Purpose:

- Address deficiencies in transportation infrastructure conditions
- Improve safety conditions and operations for both motorized and non-motorized access
- Provide for increased mobility and accessibility by improving transit operations and options

Project Needs:

- Improve transportation infrastructure conditions
- Enhance safety and operations along the corridor and at key intersections
- Enhance and install pedestrian and bicycle facilities
- Extend streetcar transit service

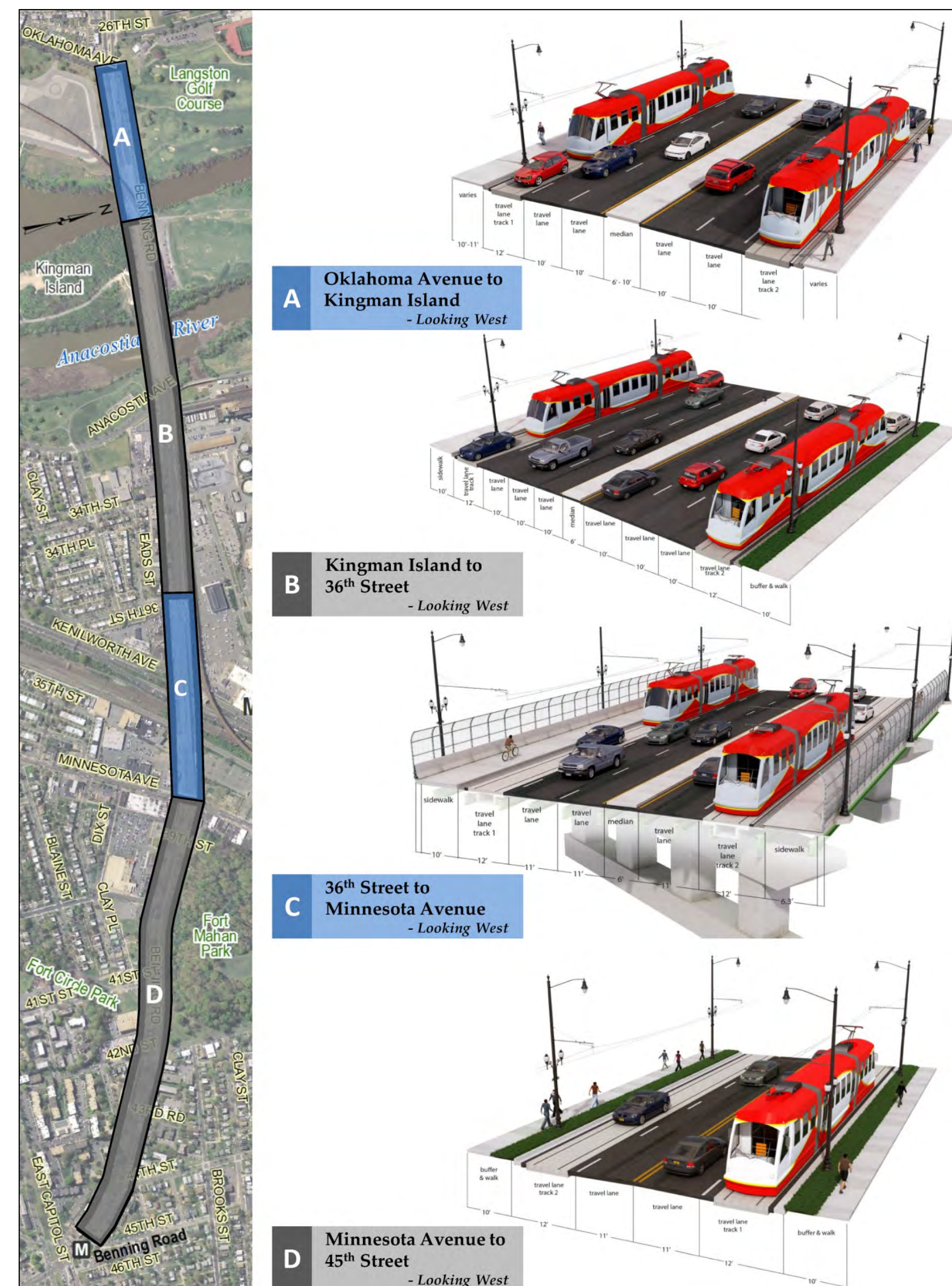


Project study area extends from Oklahoma Avenue NE to Benning Road Metrorail Station.



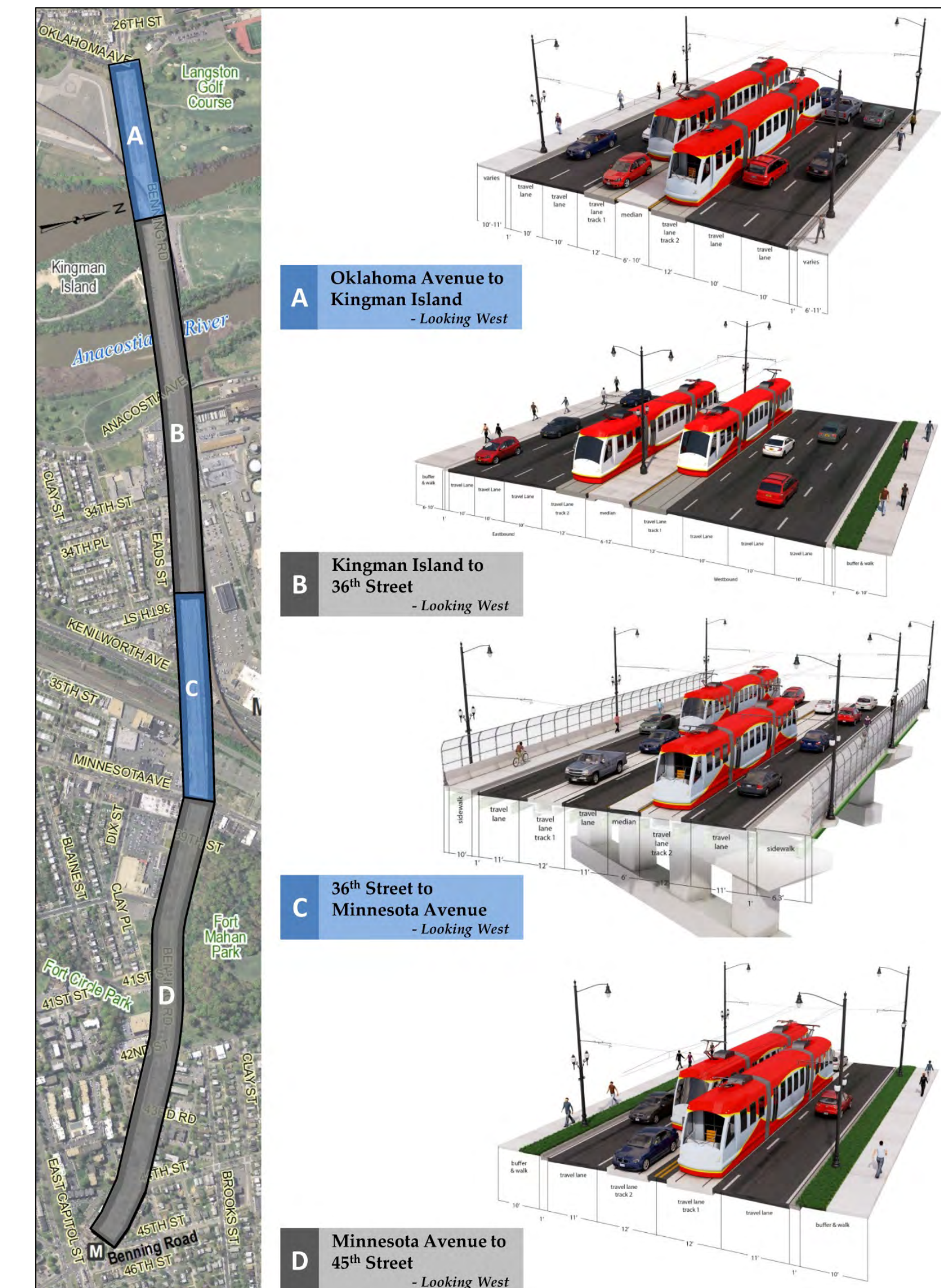
Build Alternatives

Curbside Alignment Typical Sections

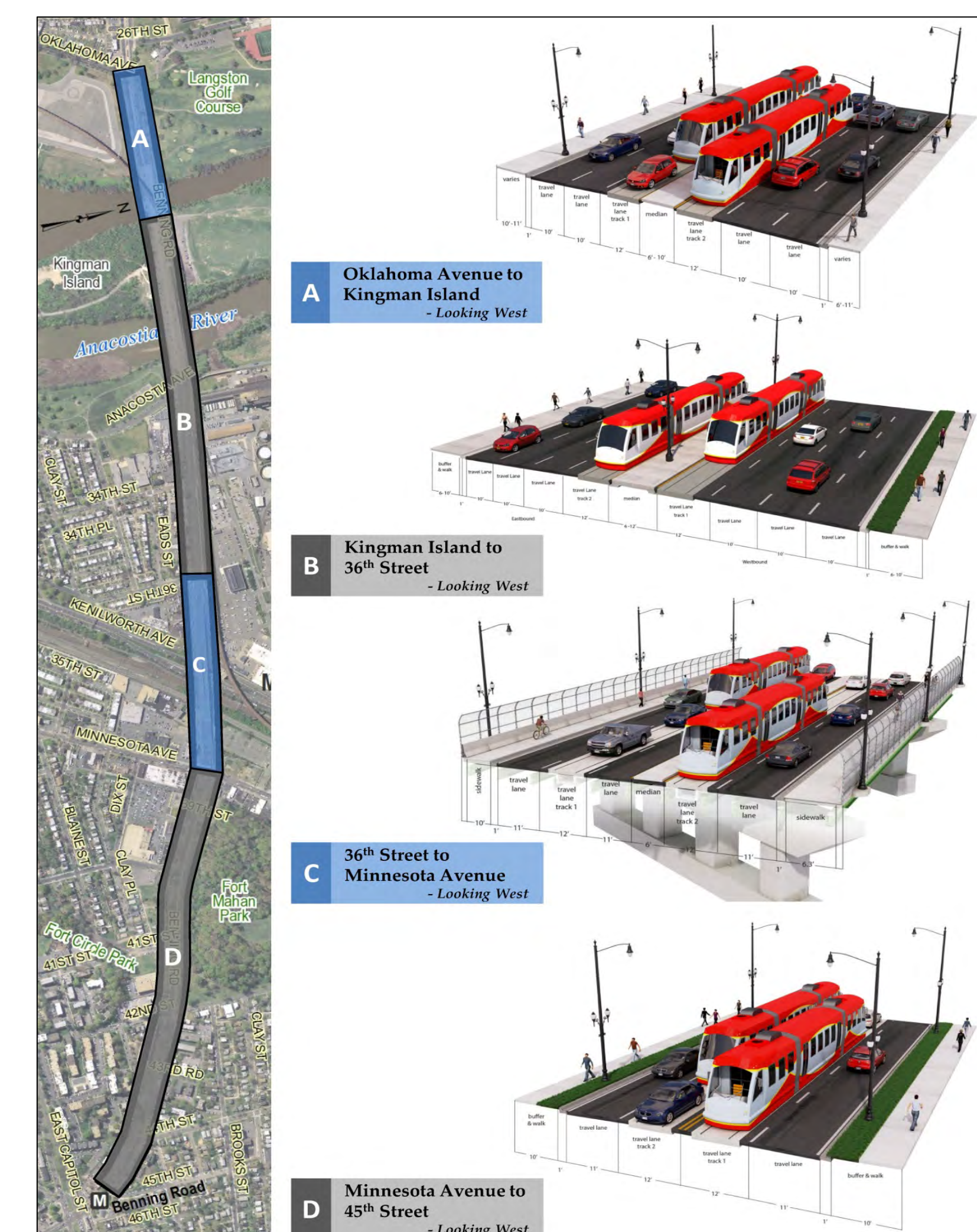
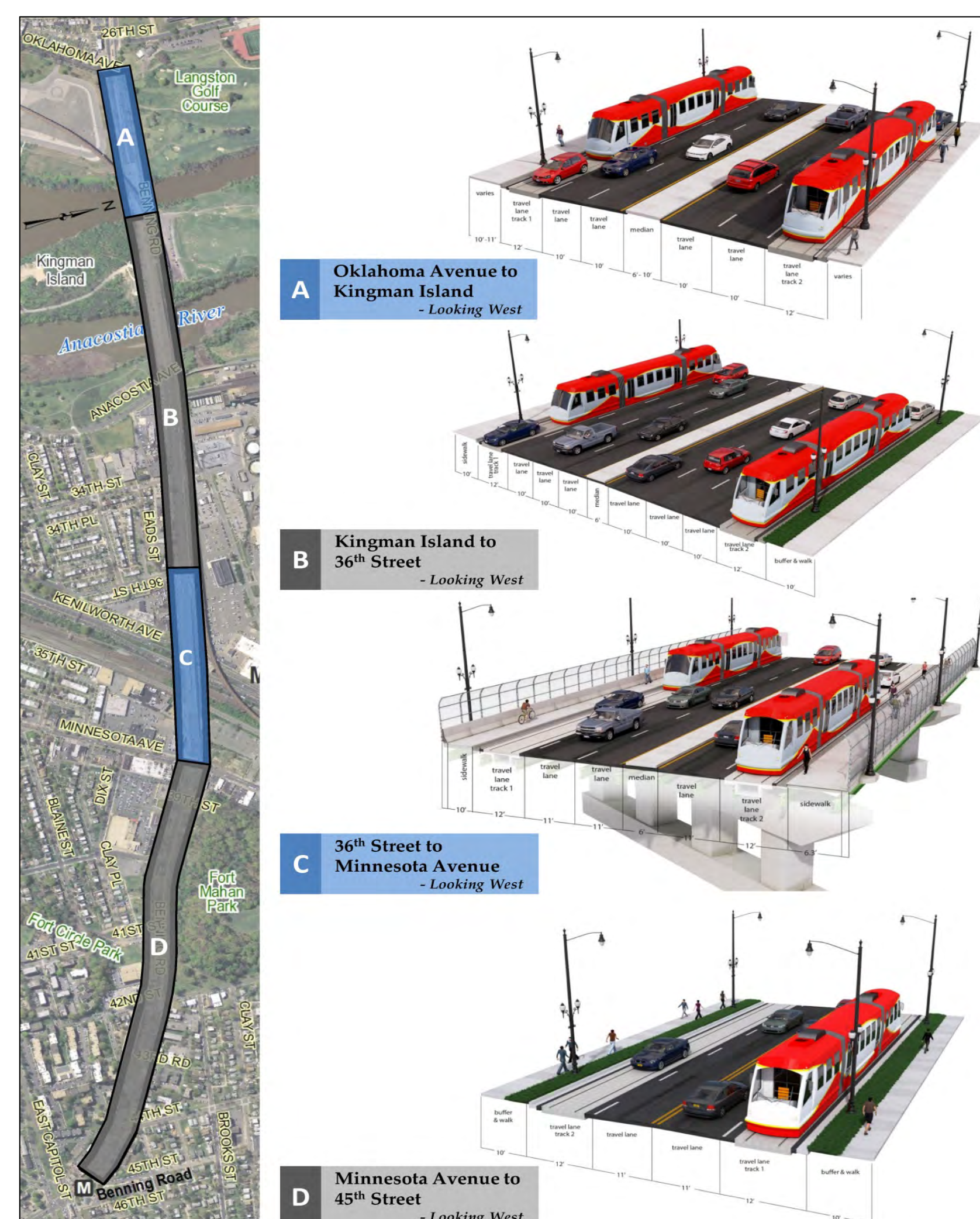


WIRED

Median Alignment Typical Sections



WIRELESS



Streetcar Stops

Typical Stop Configuration for Curbside Alignment

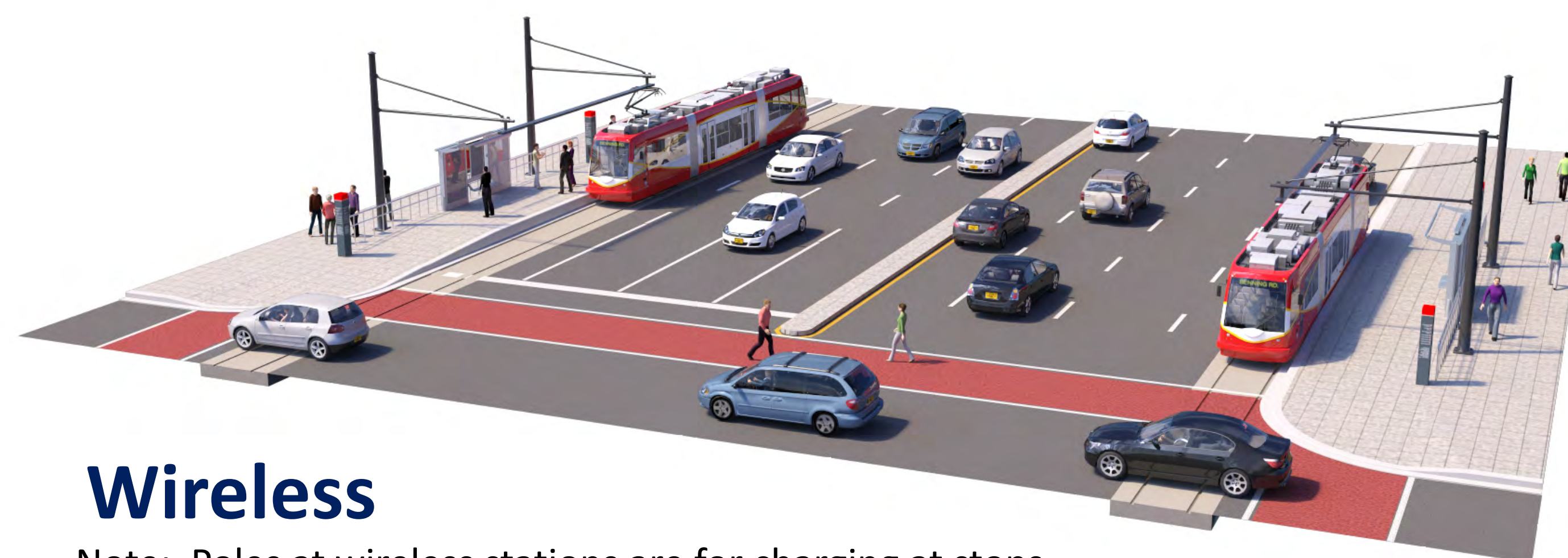
Typical Stop Configuration for Median Alignment



Wired



Wired



Wireless

Note: Poles at wireless stations are for charging at stops



Wireless



Streetcar Stop Locations

Propulsion Options

Wired

- Wire above tracks throughout study area
- TPSS supplies power to wires for operation



Single contact wire



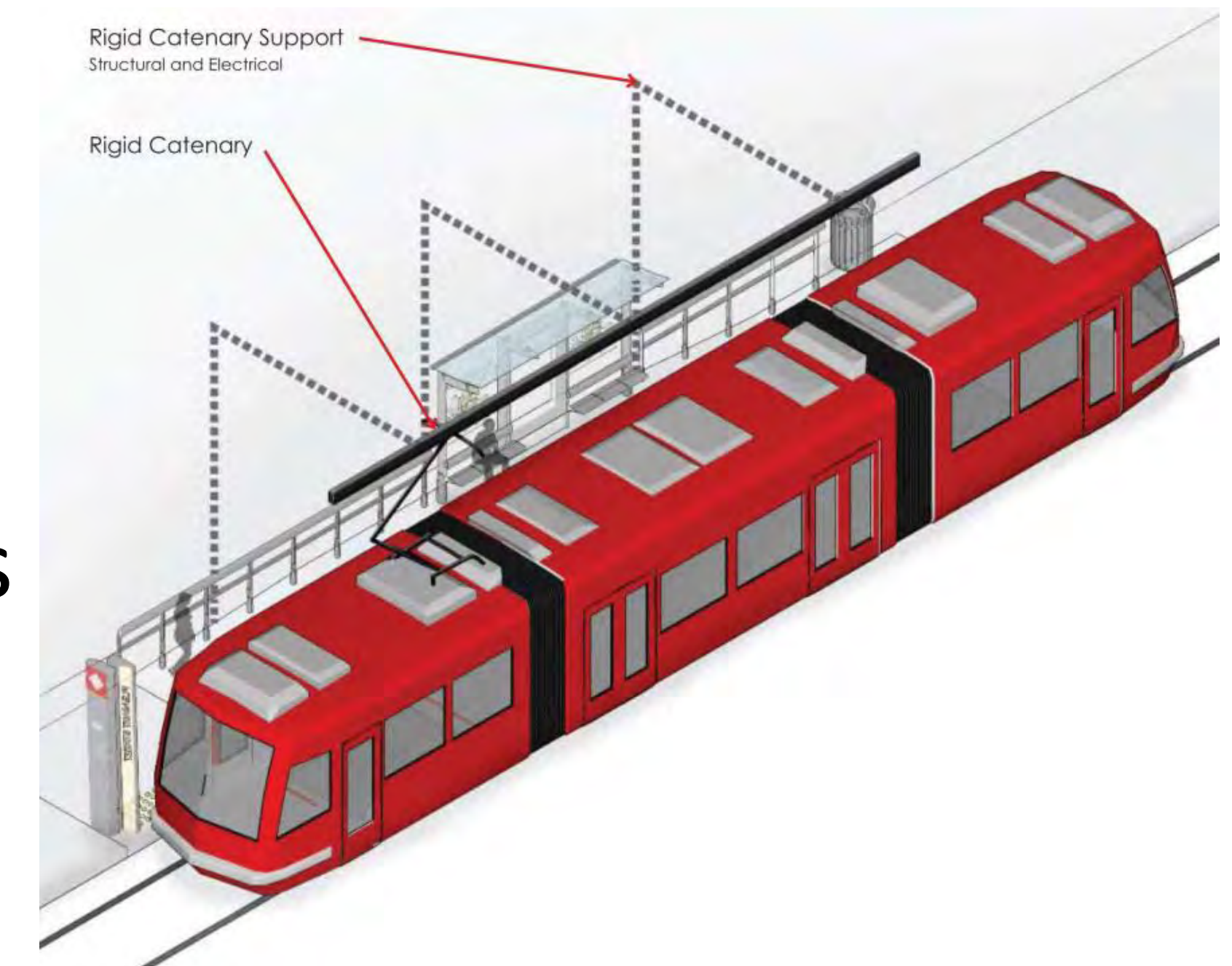
Curbside Alignment



Median Alignment

Wireless

- No continuous wire above track
- Overhead charging rail above track at stops only
- Streetcars use batteries and capacitors which recharge during stops
- TPSS supplies power for charging



Charging rail at stop



Curbside Alignment



Median Alignment

FHWA will select propulsion technology as part of the preferred alternative in the decision document, should a build alternative be selected.

Traction Power Substations (TPSS)

- TPSS required for both wired and wireless propulsion
- Two TPSS required for streetcar extension: near DC-295 and Benning Road Metro

TPSS Context Sensitive Design



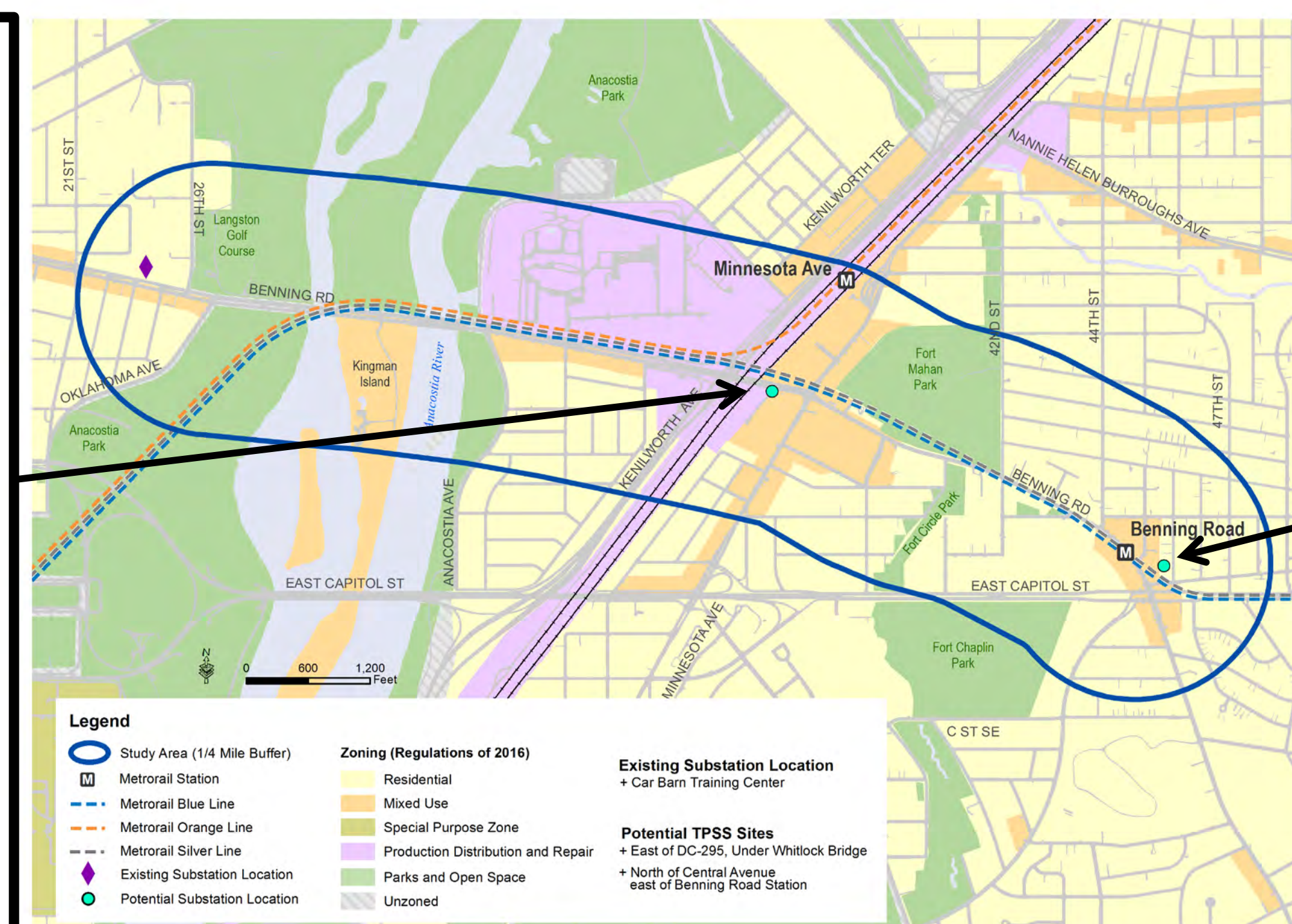
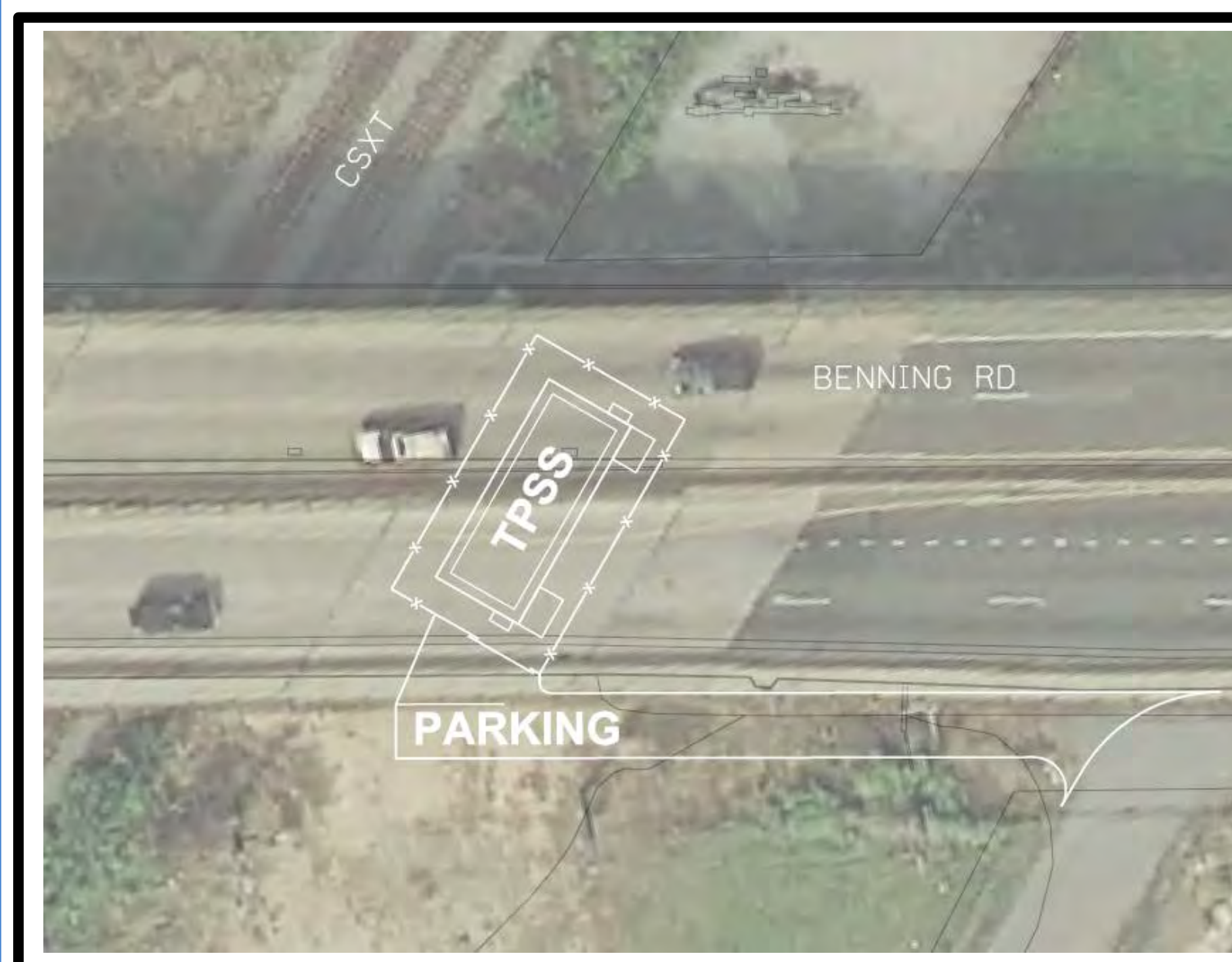
Brick structure next to stop (Norfolk, VA)



Brick structure adjacent to building (H St NE)

TPSS sites

East of DC-295

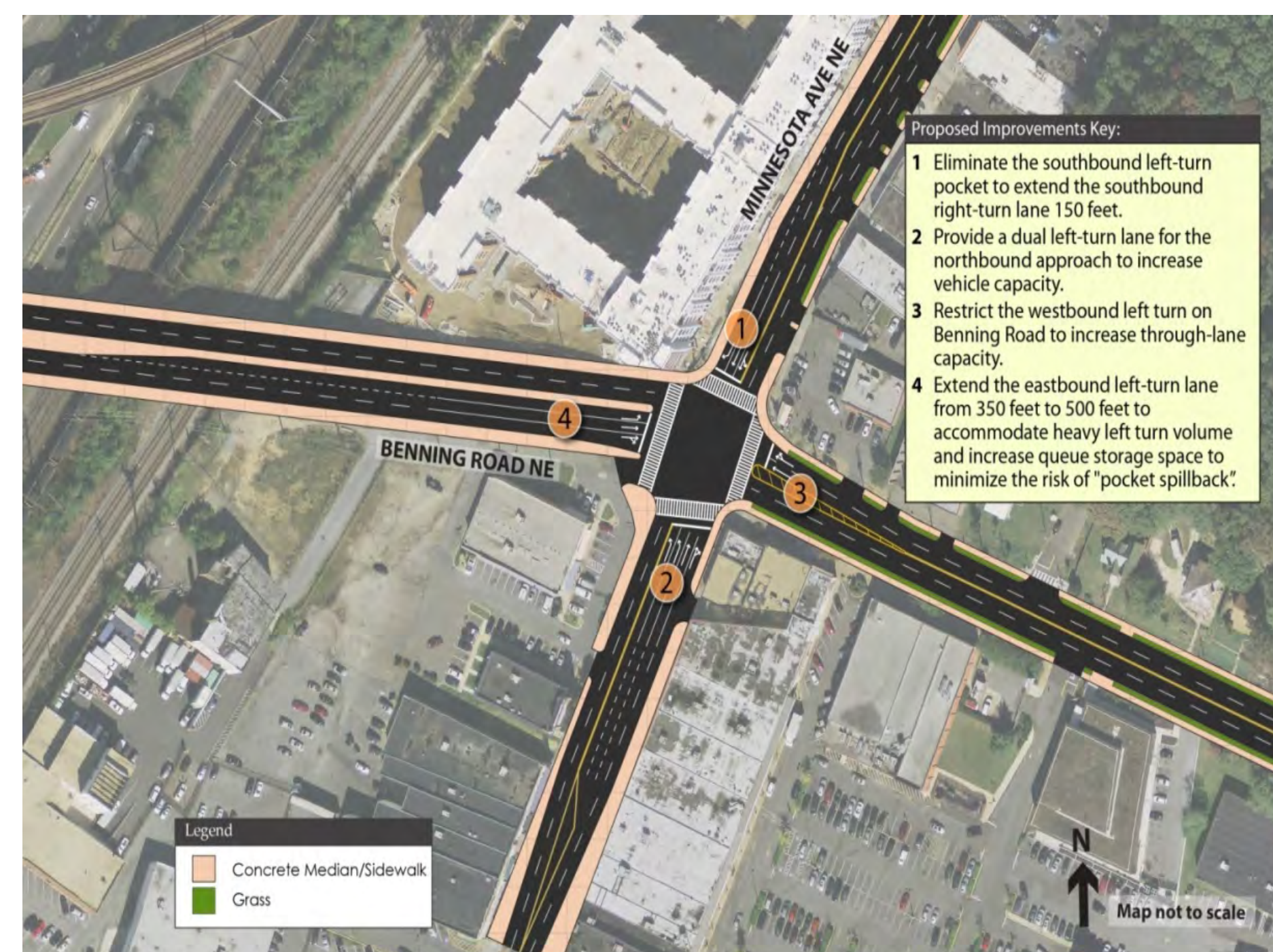


East of Benning Road Station

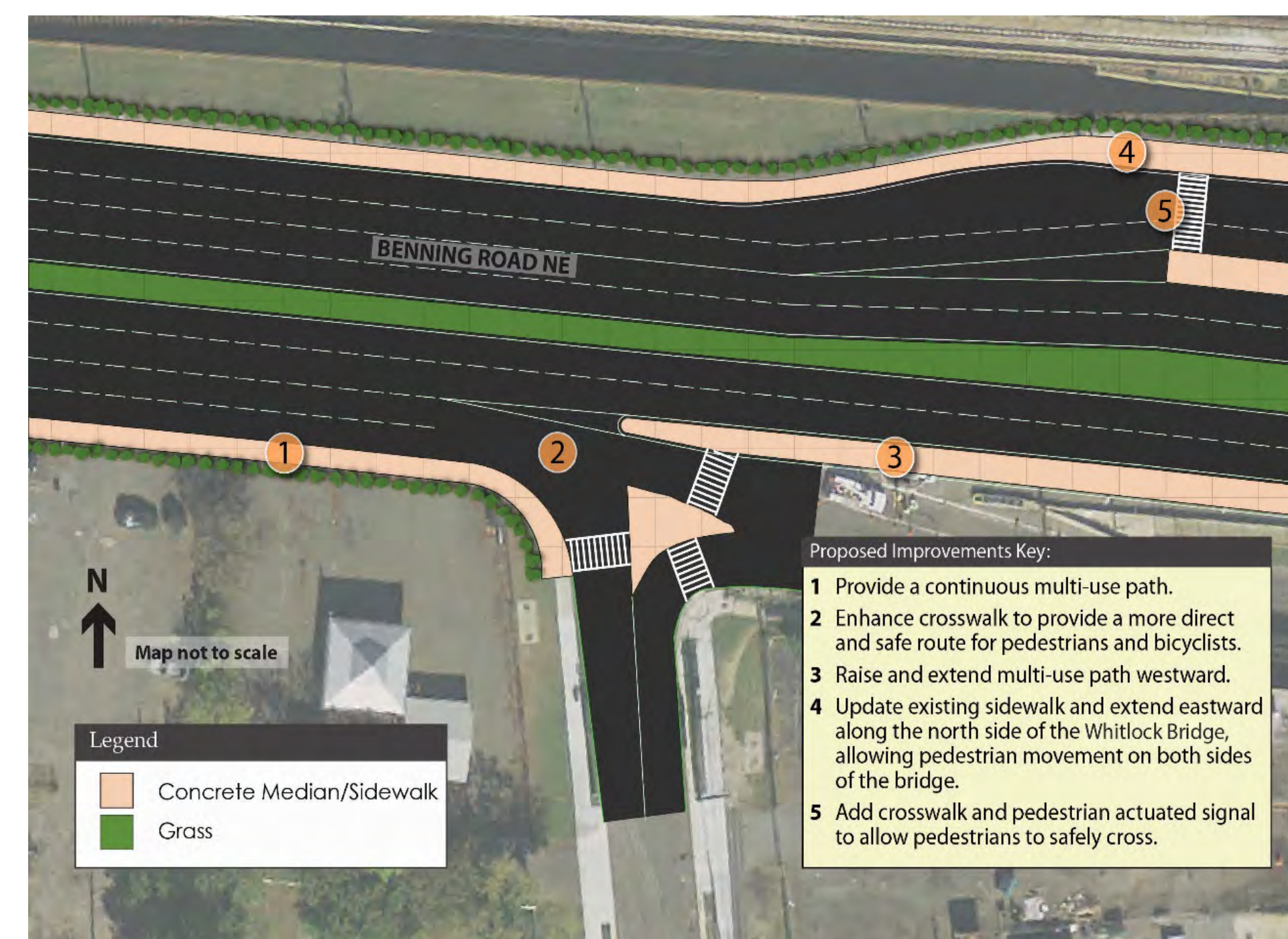


Elements Common to Both Build Alternatives

Safety enhancements and lane configuration at Benning Road and Minnesota Avenue



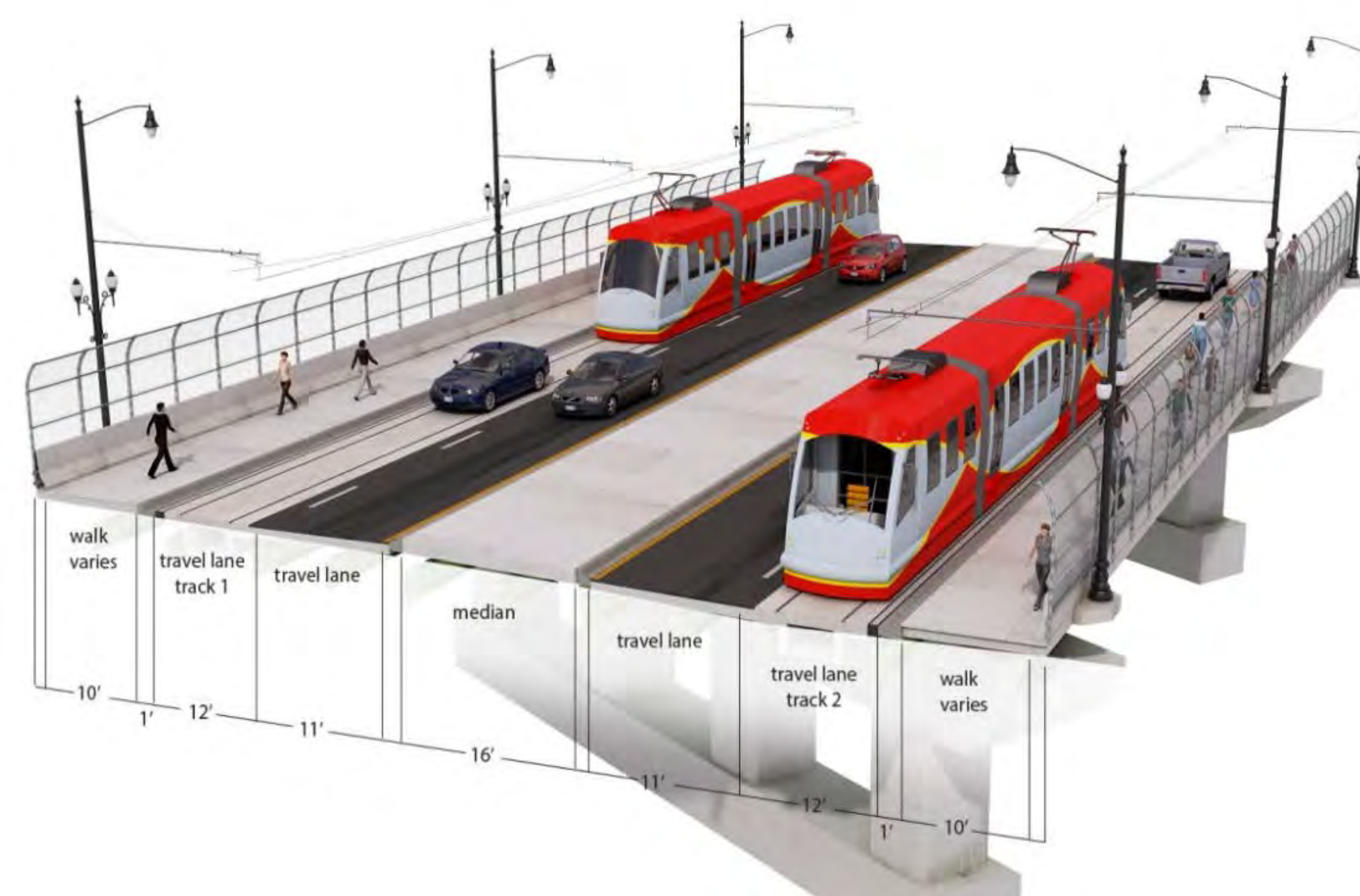
Pedestrian Improvements at Benning Road and 36th Street



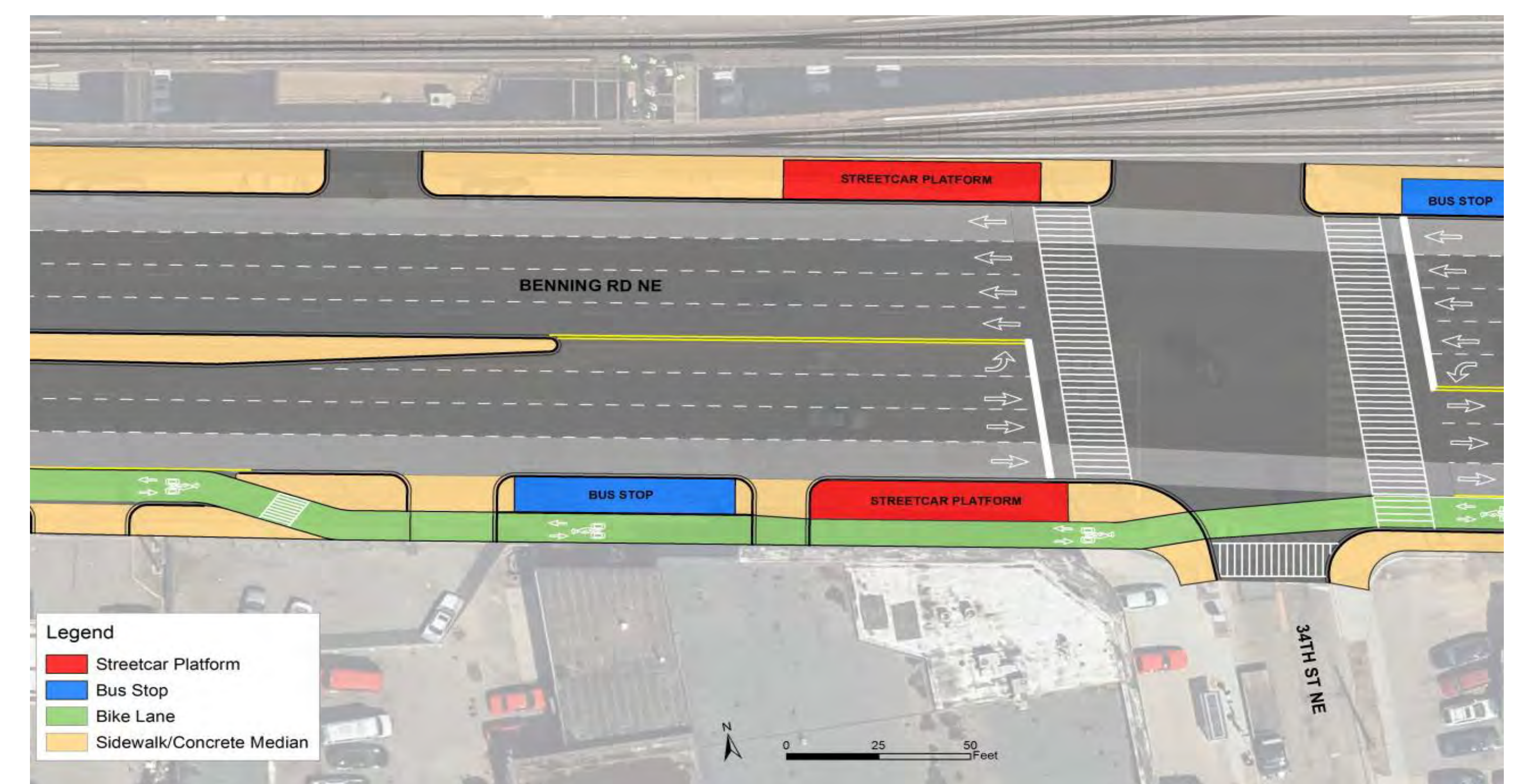
Use existing DC Streetcar Car Barn Training Center for storage and maintenance



Replace Whitlock Bridge and modify Benning Road bridges over Kingman Lake and Anacostia River



Two-Way Bike Lane Configuration – Benning Road and 34th Street (shown here as part of Curbside Alignment)



Summary of Public Outreach

Summary of Key Public Meetings

Public Meeting 1: Project Scoping April 22, 2014

Purpose:

To present existing conditions information and the Purpose and Need of the project.

What We Heard:

- Roadway, sidewalk, bridge and safety improvements needed
- Accommodate bicyclists and pedestrians
- Maintain property access
- Study streetcar mode

Outcome:

Multi-modal concepts were prepared to address issues and opportunities identified by the public.

Public Meeting 2: Concept Development May 28, 2014

Purpose:

To present transportation improvement concepts and gain feedback for further development.

What We Heard:

- Share or align streetcar stops with existing bus stops
- Avoid or minimize impacts on adjacent properties
- Reduce congestion

Outcome:

Build Alternative 1 (Curbside Alignment) and Build Alternative 2 (Median Alignment) were developed to address issues and opportunities identified by the public.

Public Hearing Environmental Assessment May 19, 2016

Purpose:

To present the findings of the EA and provide an opportunity for public comment during the associated public comment period.

What We Heard:

- Avoid noise impacts
- Avoid on-street parking impacts
- Avoid street tree impacts
- Add bike lanes
- Consider wired and wireless propulsion options
- Minimize construction impacts

Outcome:

DDOT revised the EA to address public and agency comments.

Responses to Public Comments

Topic (# of Comments)	Comment Received	Response
Transportation (67 + 8 parking)	Improve bicycle access and paths	Each Build Alternative includes a shared use path, including two-way bicycle option between Kingman Island and 36 th Street
	Place streetcar stops near bus stop	Each Build Alternative places streetcar stops near bus stops
	Concern about congestion with project	Each Build Alternative would achieve same or better levels of traffic congestion when compared to No Build Alternative
	Provide intersection safety enhancements, including sidewalk and crosswalk connections	Each Build Alternative would provide safety enhancements, including reconstruction of the intersection of Benning Road and Minnesota Avenue, ADA compliant sidewalks, and pedestrian safety improvements at Benning Road and 36 th Street.
	Improve Whitlock Bridge	Each Build Alternative would install infrastructure improvements, including Whitlock Bridge replacement, provision of travel lanes, streetcar, sidewalks and a shared use path
	Avoid on-street parking impacts	Curbside Alignment would remove 411 parking spaces (with mitigation) Median Alignment would not remove on-street parking
Visual Quality (8)	Avoid street tree removal to accommodate project elements in existing Benning Road right-of-way	Each Build Alternative requires removal of street trees in right-of-way to accommodate roadway widening. The trees would be replaced as part of mitigation.
	Include art and streetscape improvements in design	Public will have opportunity to participate in design of bridge and streetscape improvements in design phase of project
Noise and Vibration (20)	Streetcars contribute to noise	Future traffic along Benning Road would account for up to 98 percent of cumulative noise levels, which is similar to the existing condition.
	Evaluate wired or wireless electric propulsion to minimize streetcar noise	EA evaluates both wired and wireless propulsion. Noise from future streetcar operations accounts for 2 percent of total noise.
Local Employment (4)	Include local employment opportunities as part of project	Each Build Alternative would generate short and longer-term direct and indirect employment generated by project construction and operation and local development construction

Responses to Public Comments

Topic (# of Comments)	Comment Received	Response
Streetcar Operations (21)	Explore technical options and consider benefits and impacts of wired and wireless propulsion	Final EA evaluates extension of the current wired system and a wireless hybrid propulsion system using batteries and supercapacitors to operate wireless. Hybrid system streetcars would recharge from an overhead rail at stops and could be operated in the L'Enfant City.
Construction (6)	Address potential impacts due to construction.	Each Build Alternative develops a Construction Management Plan to address <ul style="list-style-type: none"> • Utility relocation and protection • Maintenance of traffic and access • Noise and vibration control • Erosion and sediment control
Neighborhood Impacts (11)	Avoid displacements and minimize property impacts	Each Build Alternative would use existing Benning Road right-of-way to avoid displacements and minimize property impacts. A Construction Management Plan would ensure access to properties during construction.
Americans with Disabilities (ADA) (10)	Provide detail on accommodation for persons with disabilities accessing improvements within corridor	Each Build Alternative would meet ADA requirements, including: <ul style="list-style-type: none"> • Sidewalks/crosswalks • Shared use paths • Streetcar stops with ramp connections to sidewalks
Public Engagement (9)	More public awareness of project needed.	DDOT public engagement has included since 2012: <ul style="list-style-type: none"> • Newsletters • Project website • Two public meetings • EA Comment Period and a public hearing
Project Costs (6)	Provide Preliminary Project Costs: Roadways	Curbside Alignment: \$116 million Median Alignment: \$118 million
	Provide preliminary project costs for streetcar	Curbside Alignment \$59 million(wired or wireless) Median streetcar: \$61-62 million (wired or wireless)

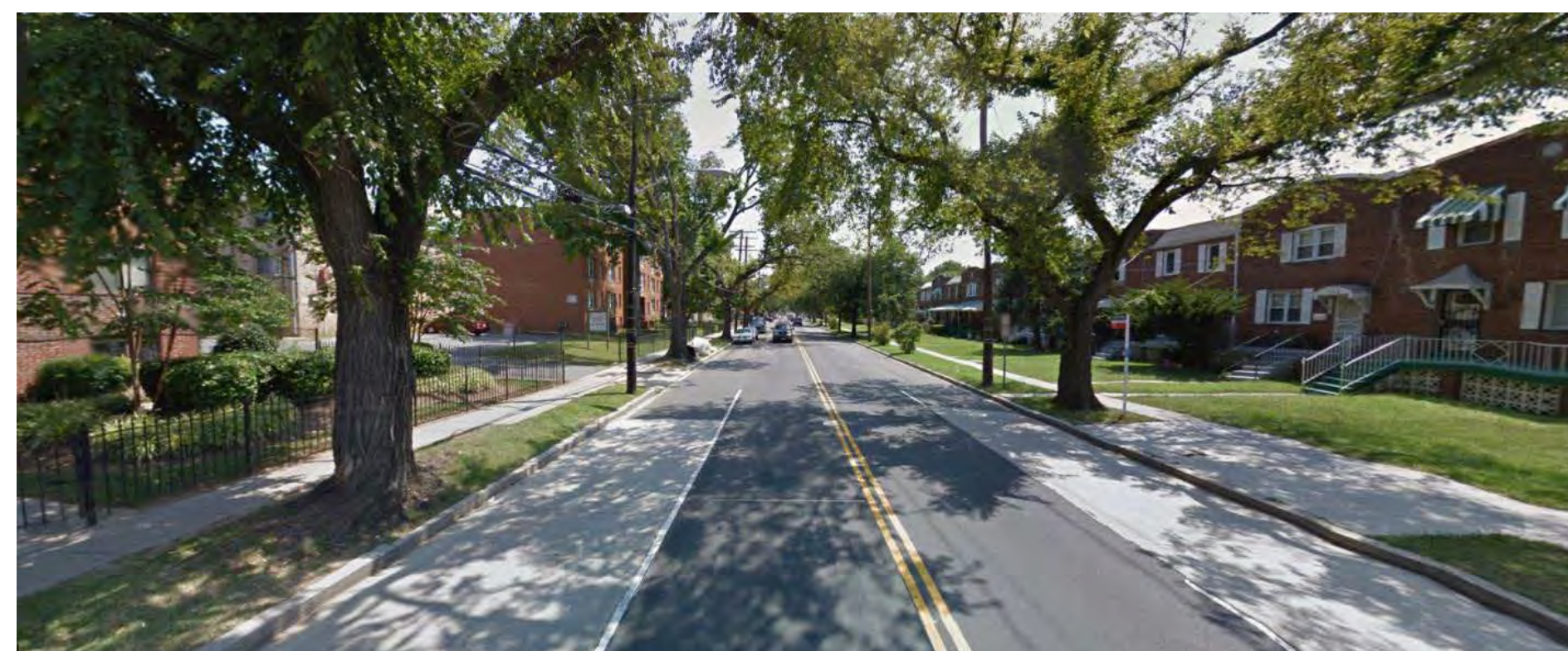
Benefits and Impacts Common to Median and Curbside Alignment Alternatives

BENEFITS OF EACH BUILD ALTERNATIVE

- **Improved** intersection **operations and safety** at Benning Road and Minnesota Avenue
- **Replacement** of the **Lorraine H. Whitlock Memorial Bridge** over DC-295 and CSX tracks
- **Improved** pedestrian and bicycle **safety, access, and infrastructure**
- **Increased** transit **frequency, connectivity and accessibility** to key activity centers east and west of the Anacostia River

IMPACTS OF EACH BUILD ALTERNATIVE

Visual Quality



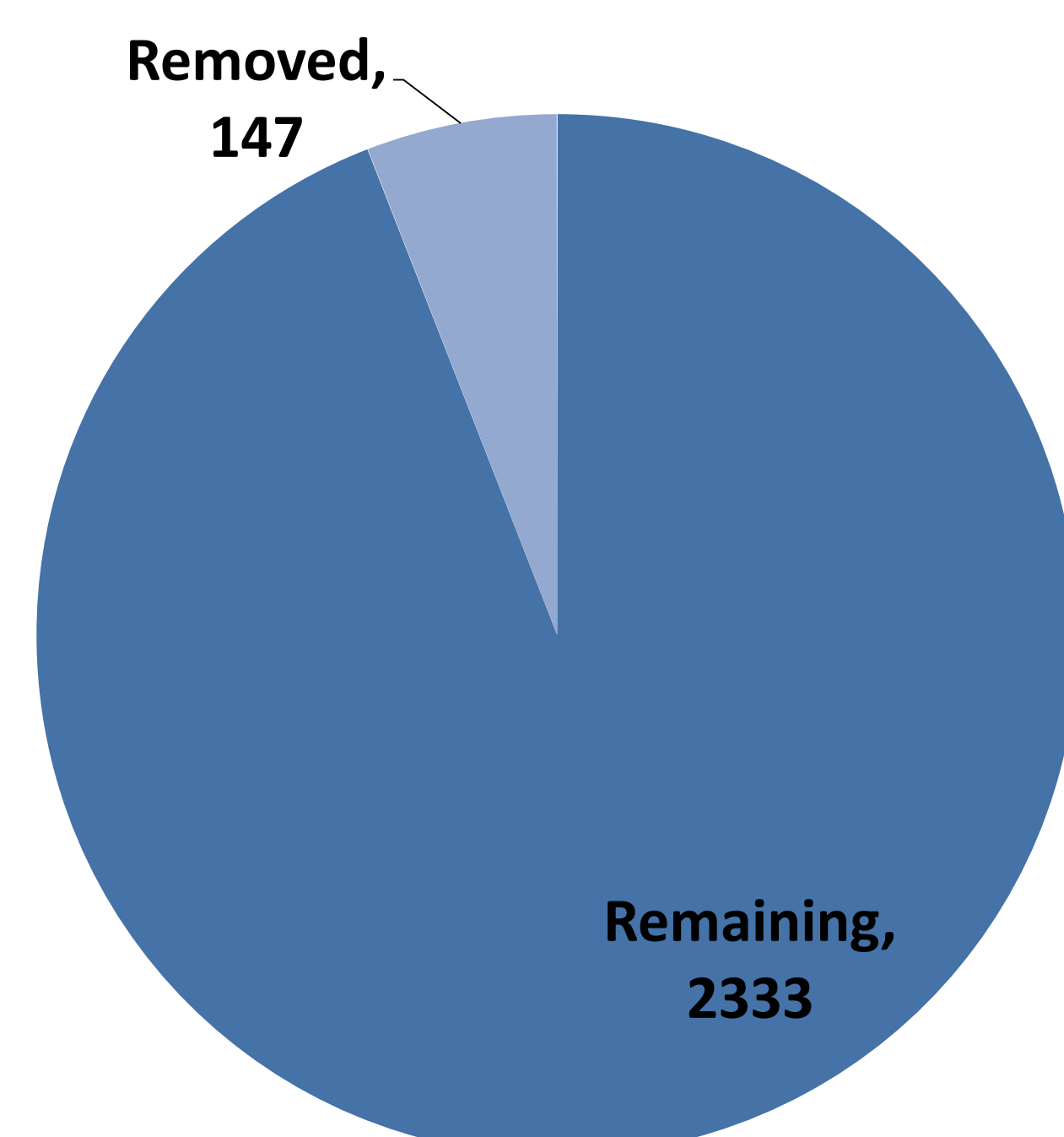
Existing View of Benning Road



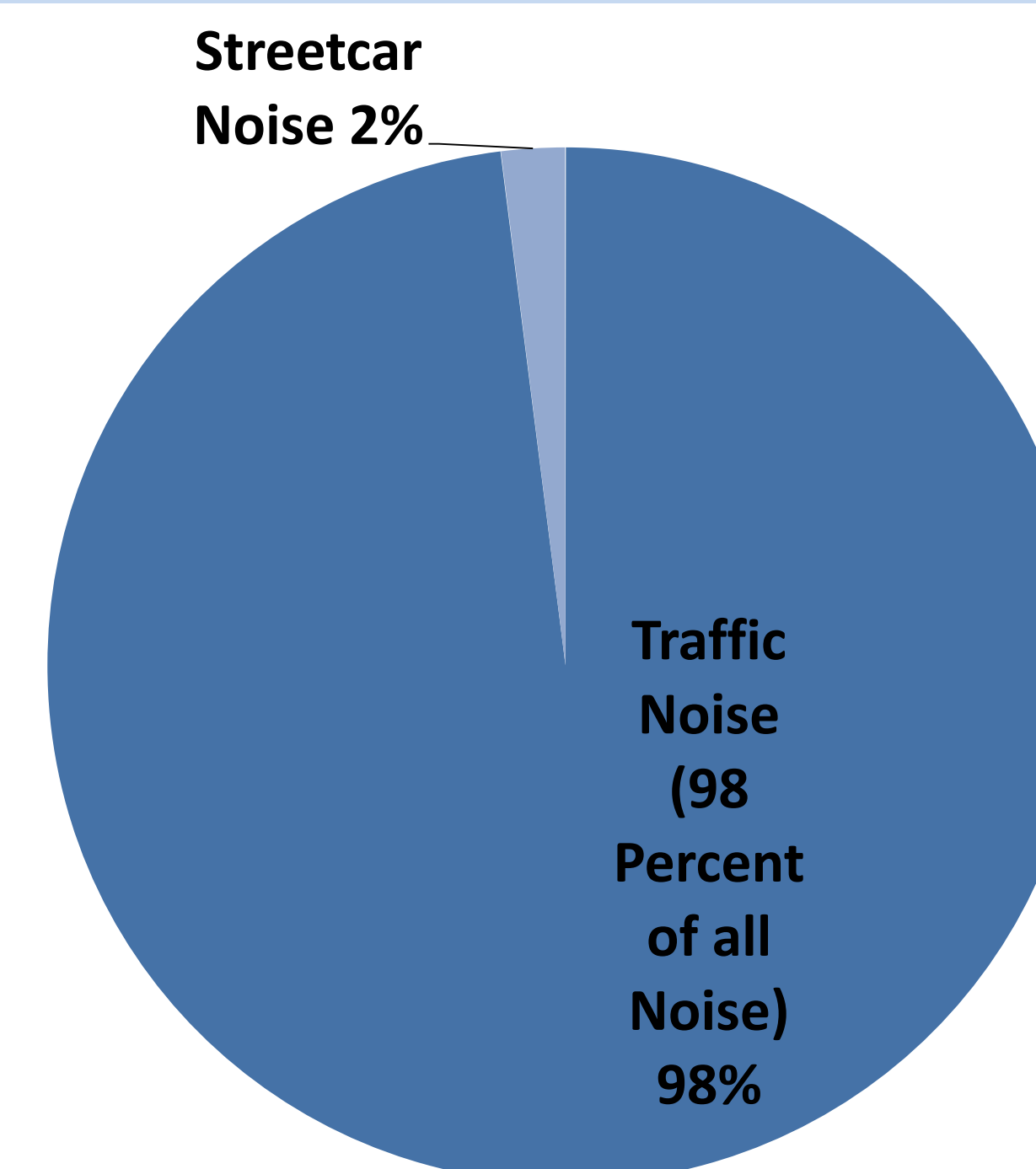
Rendering of Changes in Visual Quality

The rendering of the Median Alignment illustrates the change in street trees that would be common to each Build Alternative. The removal of street trees would be mitigated by the planting of new street trees.

Trees in Study Area



% of Traffic Noise by Source



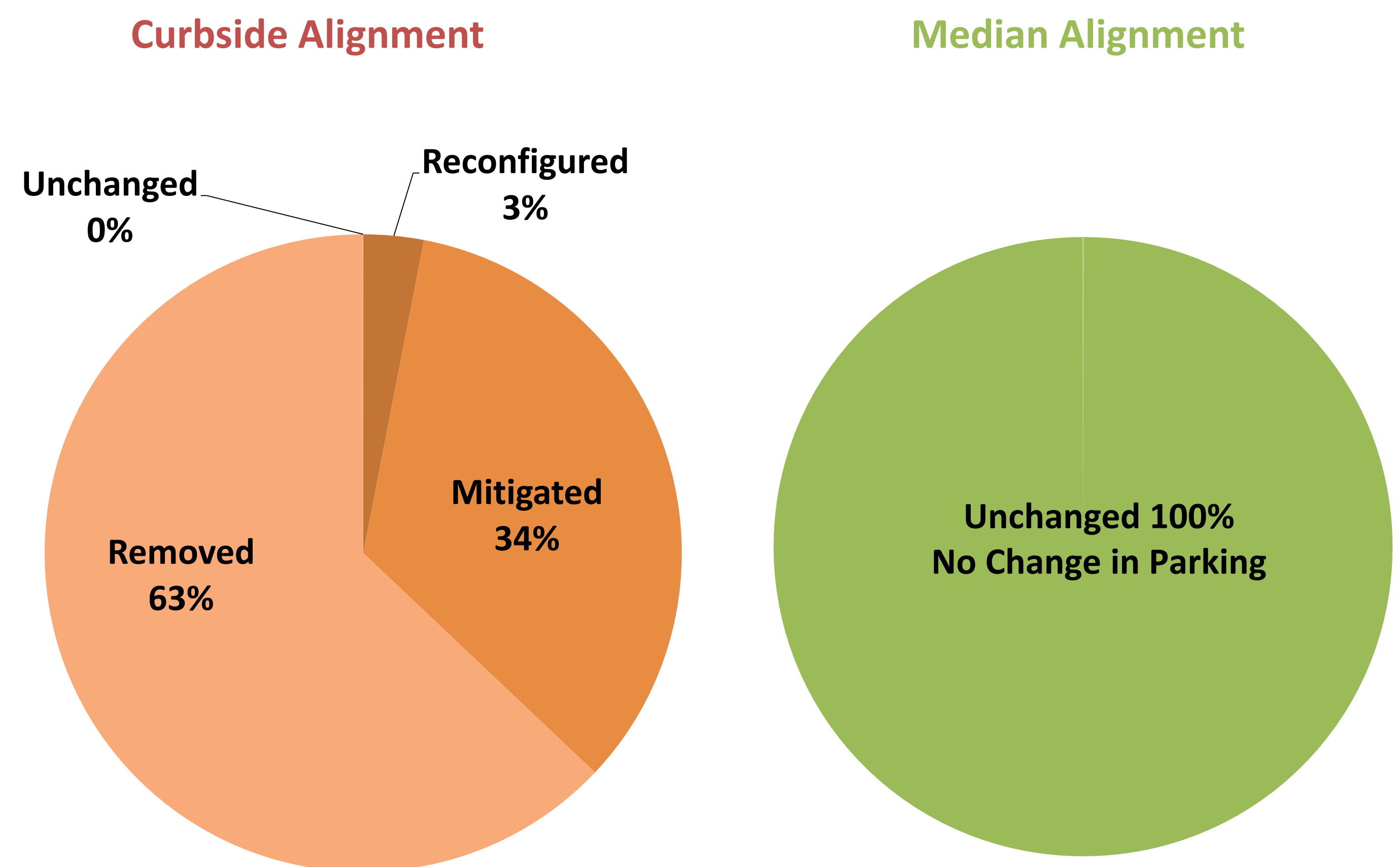
Right-of-Way for TPSS



WMATA Right-of-Way Acquisition for TPSS

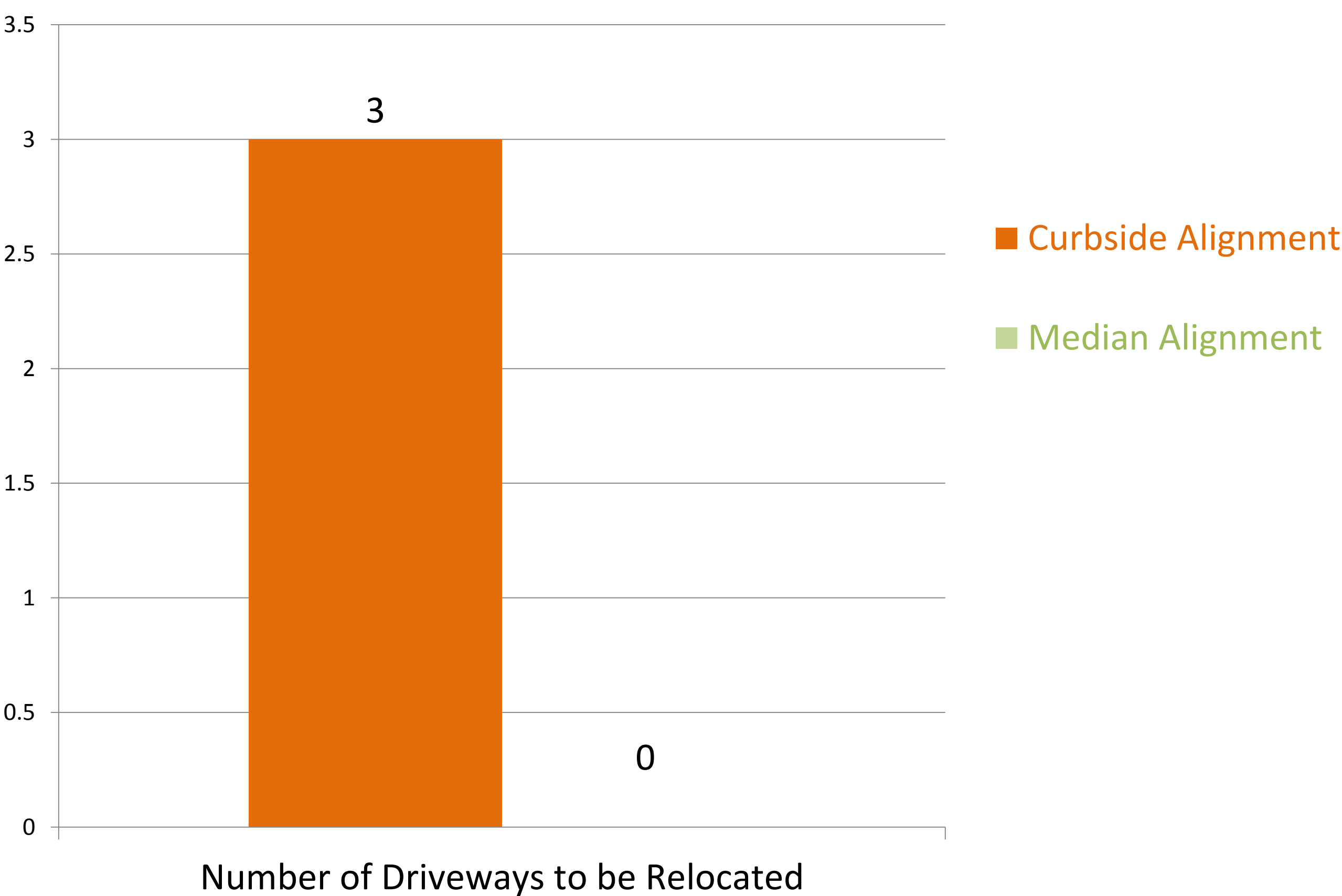
Comparison of Build Alternatives

Changes to On-Street Parking



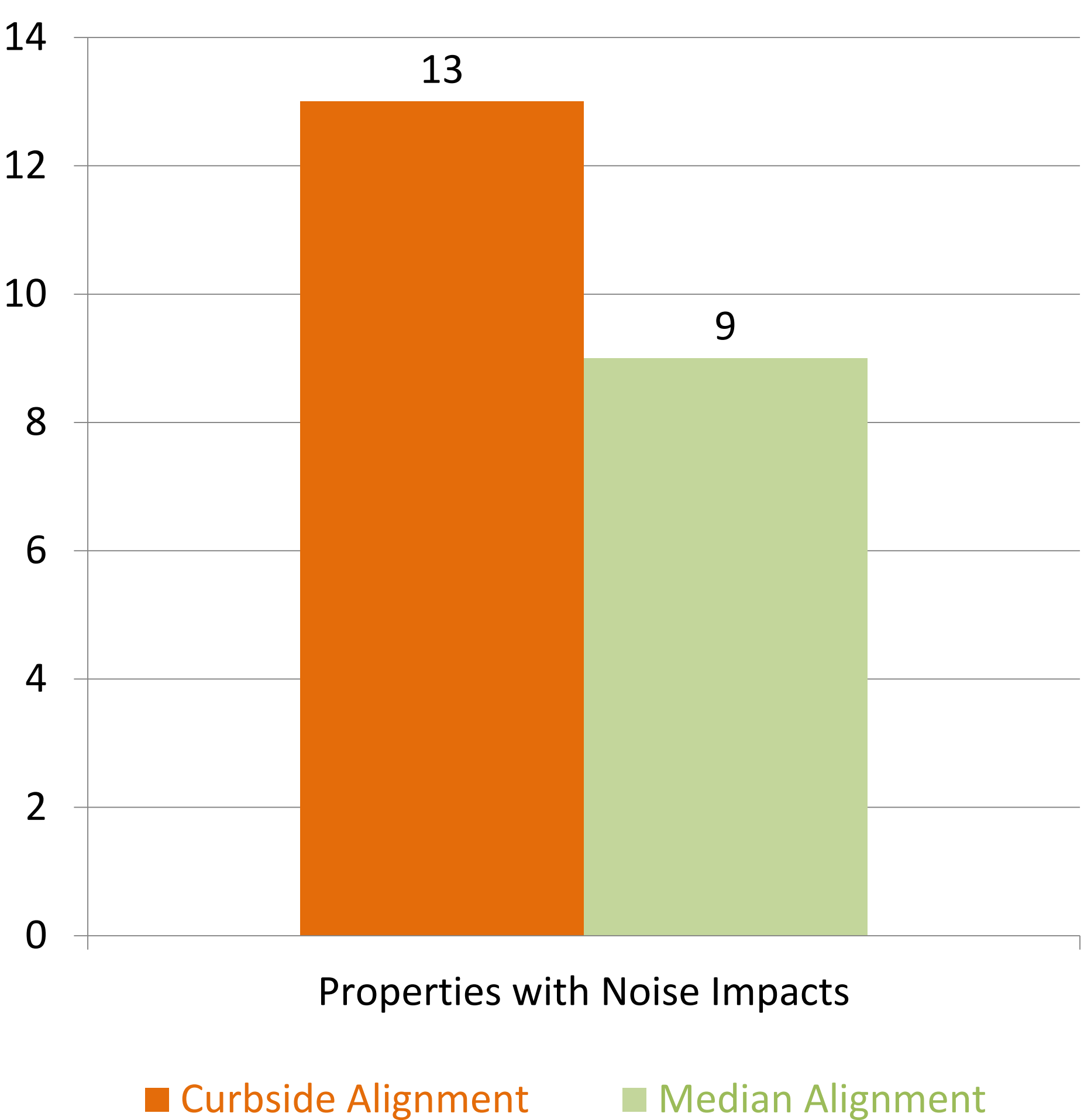
Mitigation: Parking impacts minimized through design

Driveways to be Relocated



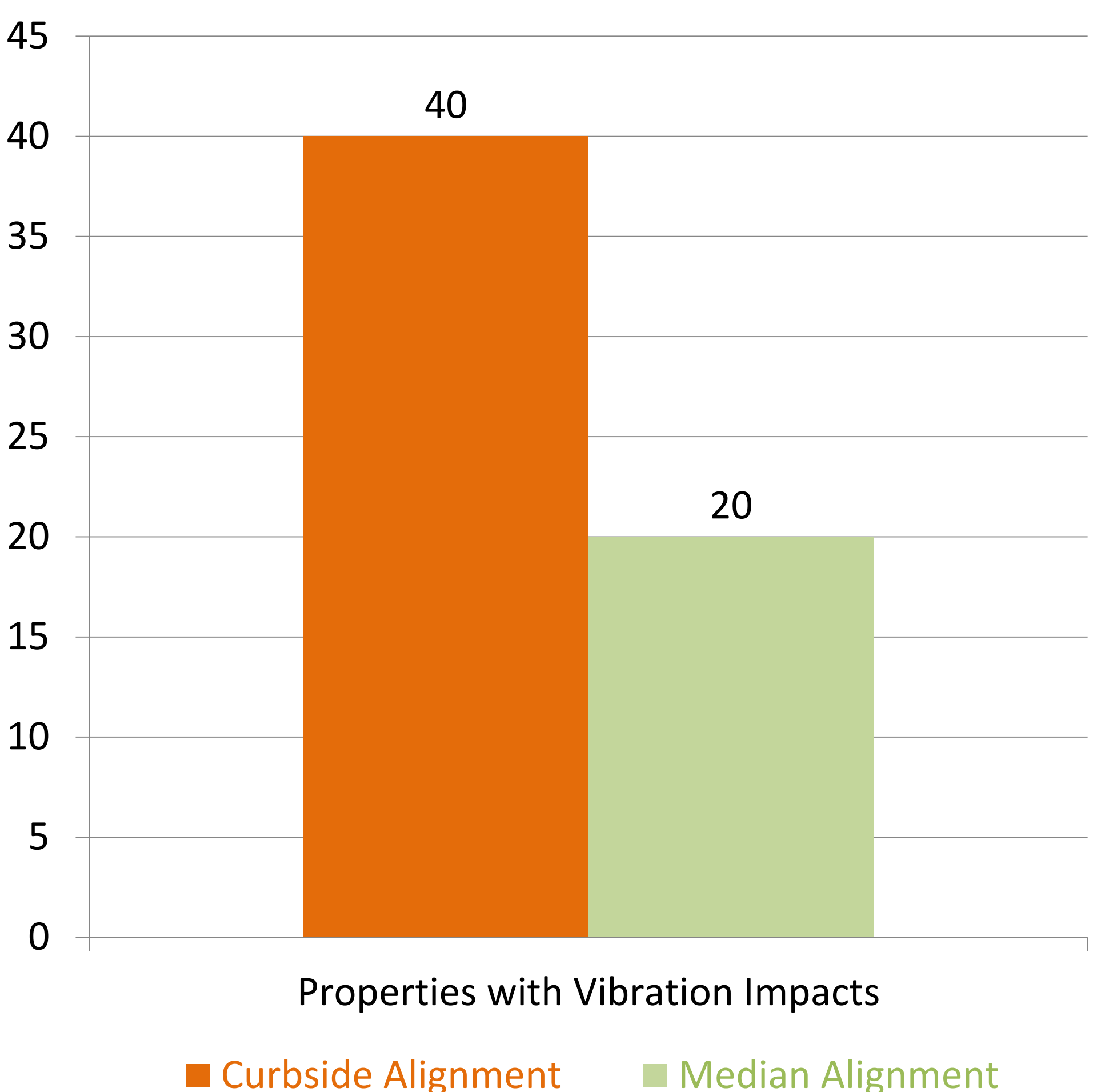
Mitigation: Coordination with property owners

Noise Impacts



Mitigation: Noise and vibration impacts minimized through design

Vibration Impacts



Section 106 Findings

No Adverse Effects on Historic Properties by Build Alternatives

Property Name	No Adverse Effect	
	Curbside Alignment	Median Alignment
Fort Mahan/ Civil War Sites (Defenses of Washington) District	X	X
Langston Golf Course Historic District	X	X
Anacostia Park	X	X
Senator Theater Entrance Pavilion	X	X
Spingarn Senior High School	X	X
Browne, Phelps, Spingarn, and Young Schools Historic District	X	X
3300 Benning Road – PEPCO Bldg. 32	X	X
4201-4243 Benning Road	X	X
4208 Benning Road	X	X
Fire and Police Call Boxes	X	X
4001 Benning Road	X	X
Baltimore & Potomac Railroad	X	X
3938 Benning Road	X	X
4228 Benning Road	X	X
4236 Benning Road	X	X
4270 Benning Road	X	X
4274 Benning Road	X	X

- Fire and Police Call Boxes to be relocated in similar location
- No physical impacts on other historic properties
- Proximity of project would not diminish the location, design, setting, materials, workmanship, feel or association of the historic properties
- No alterations of noise and vibration setting to the degree that the properties would no longer be eligible for the NRHP



Spingarn School



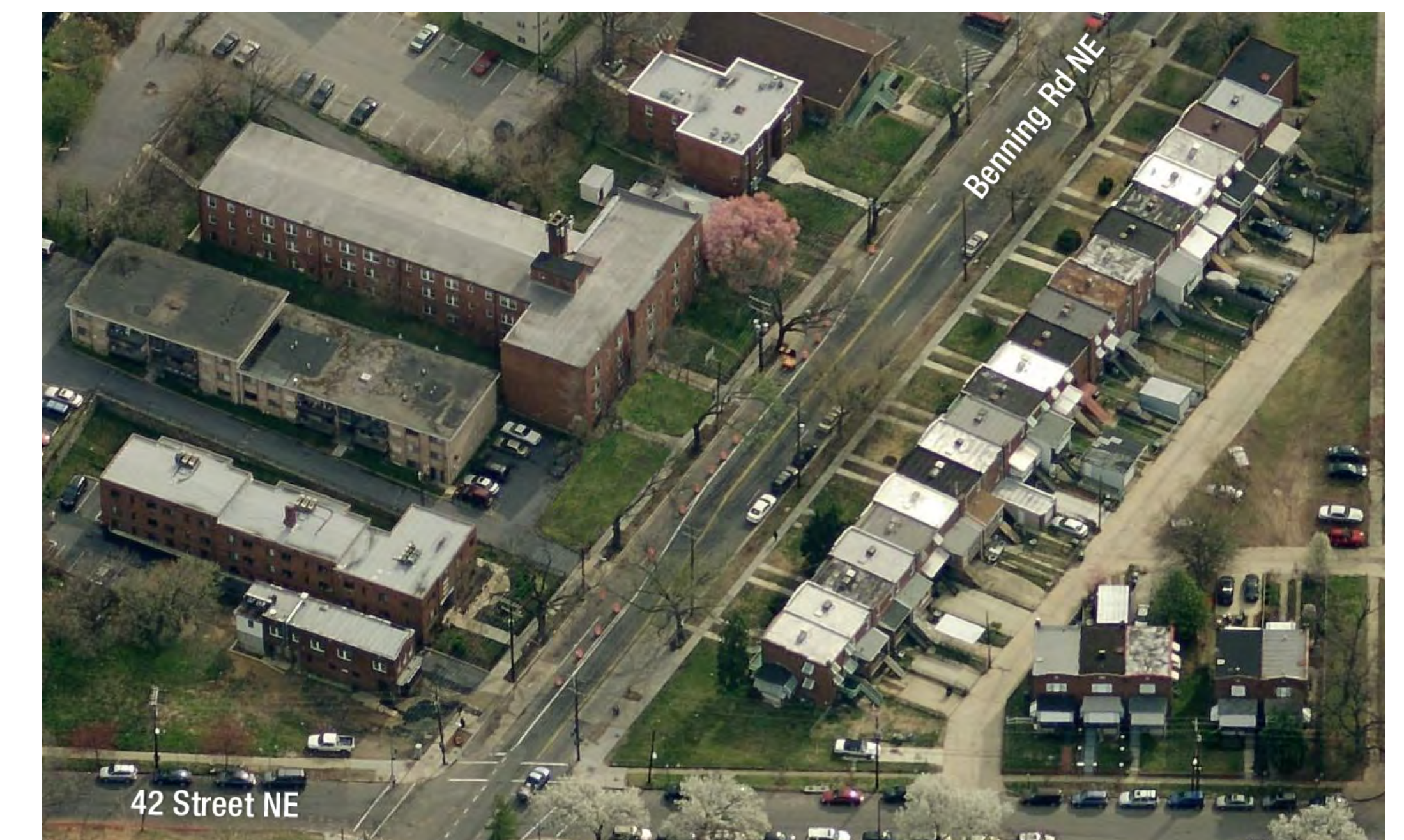
Phelps School



Baltimore and Potomac Railroad



3938 Benning Road



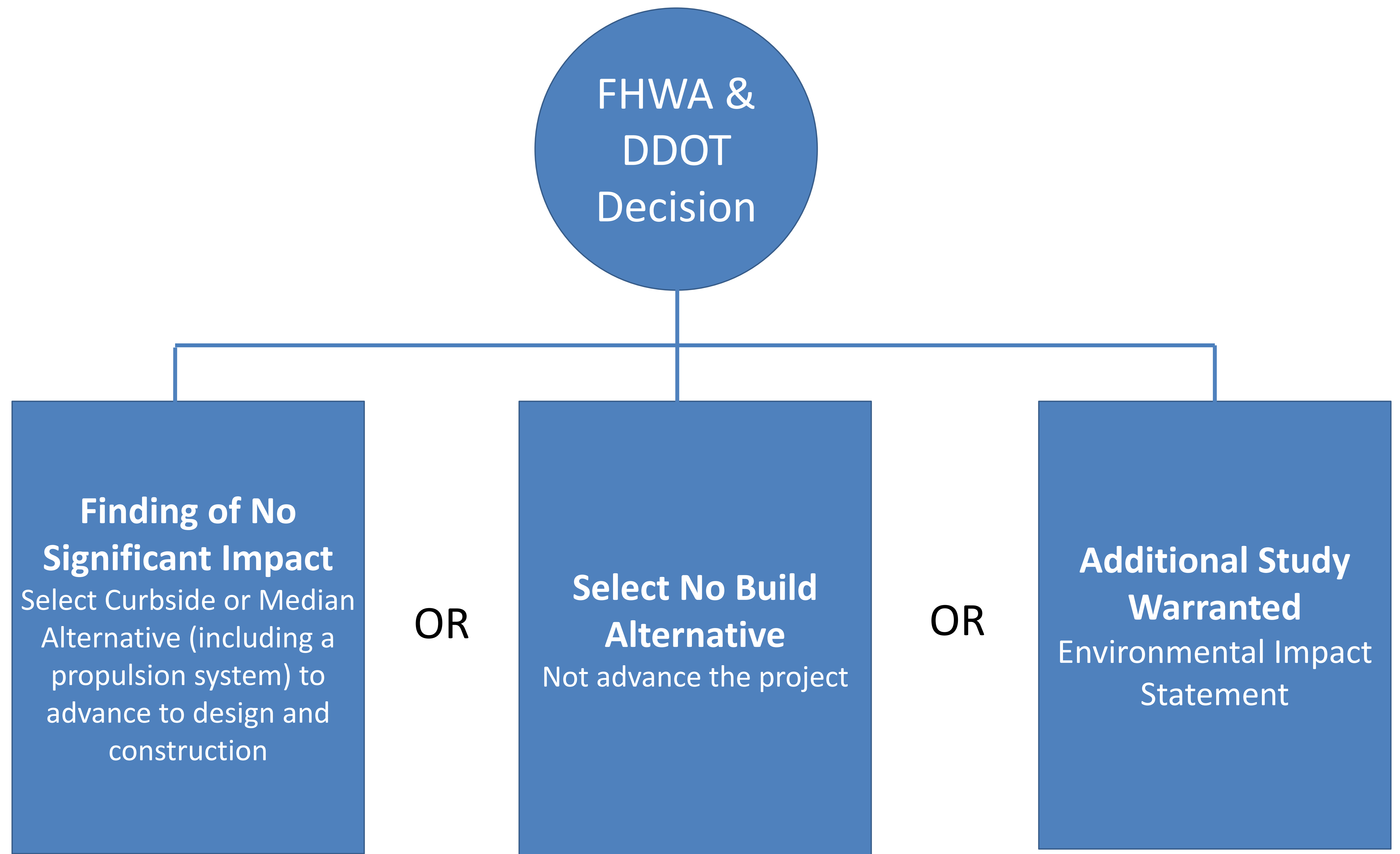
Existing Conditions: Benning Road and 42nd Street



Median Alignment: Benning Road and 42nd Street

Next Steps

FHWA and DDOT are currently reviewing the Final EA and will make a decision, with one of three options:



Looking Ahead

Project Implementation, if a Build Alternative is Selected

On-going public involvement to assist decision-making during NEPA, project design, construction and operation

NEPA/106

EA Update
and
Public Open
House

Fall 2017

Final NEPA
Decision
Document

Winter
2017/2018

DESIGN

- Refine design addressing for streetscape, bridge design, sidewalk and bicycle facilities
- Apply minimization and mitigation commitments to design and construction plans (such as parking mitigation)

2018 - 2021

CONSTRUCTION

- Monitor construction impacts to control, for example:
 - Noise
 - Traffic
 - Access
 - Visual
 - Community resources

2021 - 2023

OPERATION

Implement
long-term
minimization
and mitigation
commitments

2023 - 2024


We are here

